

## PUT A CAP ON OVERHEATING

WHAT HAS  
YOU ALL  
STEAMED?

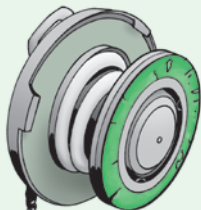


UGH!  
SOMEBODY  
DIDN'T DO  
PM ON MY  
RADIATOR  
CAP!

The last thing you need on a mission is for your Bradley to lose its cool and overheat. But that can happen if your vehicle has a bad radiator cap.

Opening and closing the cap wears out the rubber gasket inside. When the gasket wears enough, the cooling system can't pressurize properly, coolant escapes, and the vehicle overheats.

Check the gasket for cuts, tears or unusual wear during weekly PMCS. Report a bad radiator cap to your mechanic. He'll order a new one with NSN 5342-01-398-2835.



Report gasket damage

M2/M3-Series  
Bradley, MLRS...

## SHUT OFF FUEL LEVER FAUX PAS

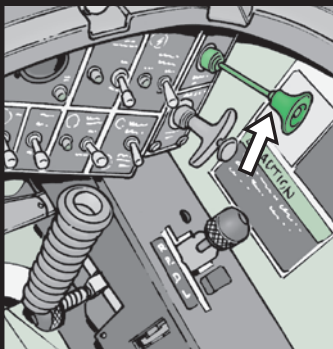
Drivers, don't make a bad move when you're shutting down the engine on your Bradley or MLRS.

At engine shutdown, pull out the fuel shutoff lever. But whatever you do, don't push the lever back in after the engine shuts down!

If you do, fuel continues to flow to the cylinders and can cause hydrostatic lock the next time you try to start the vehicle. Some of that fuel may even seep past the piston rings and into the oil.

Fuel-thinned oil doesn't lube well, so parts wear out quicker. When that happens, the engine is a good candidate for a breakdown.

So leave the fuel control lever pulled all the way out after shutdown. You should push it back in only when you're ready to start the engine.



Leave fuel shutoff lever pulled out  
when engine is off